

§ 29.695

§ 29.695 Power boost and power-operated control system.

(a) If a power boost or power-operated control system is used, an alternate system must be immediately available that allows continued safe flight and landing in the event of—

(1) Any single failure in the power portion of the system; or

(2) The failure of all engines.

(b) Each alternate system may be a duplicate power portion or a manually operated mechanical system. The power portion includes the power source (such as hydraulic pumps), and such items as valves, lines, and actuators.

(c) The failure of mechanical parts (such as piston rods and links), and the jamming of power cylinders, must be considered unless they are extremely improbable.

LANDING GEAR

§ 29.723 Shock absorption tests.

The landing inertia load factor and the reserve energy absorption capacity of the landing gear must be substantiated by the tests prescribed in §§ 29.725 and 29.727, respectively. These tests must be conducted on the complete rotorcraft or on units consisting of wheel, tire, and shock absorber in their proper relation.

§ 29.725 Limit drop test.

The limit drop test must be conducted as follows:

(a) The drop height must be at least 8 inches.

(b) If considered, the rotor lift specified in § 29.473(a) must be introduced into the drop test by appropriate energy absorbing devices or by the use of an effective mass.

(c) Each landing gear unit must be tested in the attitude simulating the landing condition that is most critical from the standpoint of the energy to be absorbed by it.

(d) When an effective mass is used in showing compliance with paragraph (b) of this section, the following formulae may be used instead of more rational computations.

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$$W_e = W \times \frac{h + (1-L)d}{h+d}; \text{ and}$$

$$n = n_j \frac{W_e}{W} + L$$

where:

W_e =the effective weight to be used in the drop test (lbs.).

$W=W_M$ for main gear units (lbs.), equal to the static reaction on the particular unit with the rotorcraft in the most critical attitude. A rational method may be used in computing a main gear static reaction, taking into consideration the moment arm between the main wheel reaction and the rotorcraft center of gravity.

$W=W_N$ for nose gear units (lbs.), equal to the vertical component of the static reaction that would exist at the nose wheel, assuming that the mass of the rotorcraft acts at the center of gravity and exerts a force of 1.0g downward and 0.25g forward.

$W=W_t$ for tailwheel units (lbs.) equal to whichever of the following is critical—

(1) The static weight on the tailwheel with the rotorcraft resting on all wheels; or

(2) The vertical component of the ground reaction that would occur at the tailwheel assuming that the mass of the rotorcraft acts at the center of gravity and exerts a force of 1g downward with the rotorcraft in the maximum nose-up attitude considered in the nose-up landing conditions.

h =specified free drop height (inches).

L =ratio of assumed rotor lift to the rotorcraft weight.

d =deflection under impact of the tire (at the proper inflation pressure) plus the vertical component of the axle travel (inches) relative to the drop mass.

n =limit inertia load factor.

n_j =the load factor developed, during impact, on the mass used in the drop test (i.e., the acceleration dv/dt in g 's recorded in the drop test plus 1.0).

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§ 29.727 Reserve energy absorption drop test.

The reserve energy absorption drop test must be conducted as follows:

(a) The drop height must be 1.5 times that specified in § 29.725(a).

(b) Rotor lift, where considered in a manner similar to that prescribed in § 29.725(b), may not exceed 1.5 times the lift allowed under that paragraph.

(c) The landing gear must withstand this test without collapsing. Collapse of the landing gear occurs when a